

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:01 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 479 Const Calendar Day: 547 Date: 03-Dec-2013 Tuesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 05:00 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM**Precipitation** none**Condition** RainWorking Day ☒ If no, explain:**Diary:**

Dispute

Work description.

Tuesday, December 3rd, 2013

•Switching of the State vehicle this morning so mine could be serviced;

•I met with QA, Ross Stuart at about 8:30 and inquired about the paint progress at the Tower. He indicated that the painters who had engaged in grinding rust spots on the inside of the South Tower shaft from elevation 53 to 65 yesterday continue with the same task. He also indicated that the painters stopped at elevation 71m for this elev. was the highest that they could extend the hoses for the cleaning operations. The painters performed SP1 & SP2 in addition to painting between elev. 65.0m to 71.0m as well. For more detailed information on the paint application, please consult Mr. Stuart's report.

•No production work at the Tower by Dutra until 10:30 as they have been moving/repositioning barges all morning long. I left for the office at this time;

•Once in the office, my only priority was contacting Area Managers/seniors in search of my next as Bill Casey is steadfast on releasing me at the end of January;

At about 13:00, at the request of M. Awal, I hooked up with Bill Casey, RE, and two high ranking CHP officers at elev. 53.0m climbing up the exterior of the Tower and did not return until about 15:30. This was a chance for Bill to see the staining of the shafts up-close and personal and put to rest the doubts and misgivings he may have had from the photos and descriptions given to him by inspectors like myself. Stuart Ross, QA, who was inside the Tower inspecting CCC's paint work, joined us at elev. 139.0 on my request.

Upon the close examination of the Tower, Bill was expressing his opinion on work he expects ABF/CCC to perform and differentiating these from the work he deemed un-necessary. He said that he expects all paint damages to be repaired. I responded that in a joint walk-through with ABF on October 15th, they did not raise any objections in addressing damaged areas. The contentious subject, I continued, is the staining that ABF and the Department are at odds and that we (the inspectors) need him to voice his opinion on the staining that he expects removed and those that he deems permissible to leave intact. As it turned out, Bill did not like the severe staining that exists below elev. 119.0m and declared that all the staining below that level must be addresses and the paint restored. The façade/strut levels between elevation 119.0m and 143.0m, on the other hand did not look as offensive to him. Indeed, the staining problem is not nearly as bad in this stretch of the Tower shafts as that of the sections below elev. 119.0m. The strut levels are 4.0 meters apart, which renders the staining much less glaring in elevations above 119.0m. Citing the scarcity of staining in these levels (in comparison to those below elev. 119.0m) and the marked decrease in visibility to the populace, Bill indicated that he can let ABF slide in these locations and not restore the paint to its pristine condition.

We then climbed to El. 151.0, the base of the Tower head, and examined the paint quality at the top of the Tower. There was a mixed bag of items here, some location that he deemed necessary to fix and then some other locations that he regarded as un-important. He did turn to Stuart Ross instructing him about



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what staining he would consider egregious and over the top and those that he considers minute and not worthy of debate. Of course, all along we all agreed that the STAINING issue is totally different than the repair issues that are essential to be carried out.

In summary, Bill was comfortable to leave Minor staining in place (very subjective) but was definitely in favor of removing the heavier staining discussed above. Ross Stuart cited a language from the Special Provision in Section 10-1.69, where it states, "If rust staining on coated surfaces occurs, all stains shall be completely removed by abrasive blast cleaning and reapplication of primer to specified requirements prior to application of finish coats." Bill repeated himself by stating that he was not worried about Minor staining.

I told him about the damage to the paint on bolt heads such as those he witnessed on all splice plates we examined on our climb to the top of the Tower. I indicated that there are splice plates on all 5 skins (at splice elevations of course), one or two of them are not readily visible to us from the interior. But, judging by the damage caused to the bolt heads tensioned from the outside on every single splice plate, and the ensuing rusting of said bolts, it is prudent to ask ABF to check the bolts on the exterior splice plates. He said that "he does not want us to go on a witch hunt" and if we do not see the rust on the bolts we shall not assume that it exists. I persisted that as he witnessed for himself while climbing the Tower, on every single splice plate without an exception, one could see more than a handful of damaged bolt heads that are rusted. The exterior splice plates, I continued, are no exceptions. He repeated the "witch hunt" comment in response, only with a more serious tone. He stated: "if you see it, point it out and if you do not see it, do not go on a witch hunt."

It has been about two months since ABF & CT conducted a joint walk through (Oct 15th) with the intention to reach an agreement and proceed with the work, but as of this date no accord has been reached. Bill Casey, prior to today's field inspection and inferring from the photos, was of the opinion to loosen the reign on ABF and have them only address the damages. This field trip has changed that mindset to certain degree to the point that he deemed all staining below the 119.0m elevation unacceptable.

- AT 15:50, Robert Utley & Jim Savage of Dutra, were marking the piles while Steve Friyer and Jeff Sainz were ballasting the EM1106;
- Some welding on-going on the Barge named Kelso for the built-up section that is going to be used for false work. They were not making much headways anyway, as they did not have the right size rods in their possession;
- At about the same time, Derrick, a Ballard diver went in the water for the purposes of removing plugs from the holes devised at the four corners of the corbel. These holes are about 16" deep and have a radius of 3" with a plug inserted in them during the construction of the corbel.

For the names of Dutra's work force and hours worked, please refer to Sami Daouk's diary. Today was a 10-hour day and everyone worked two hours of overtime.

04-0120F4 Bid Item: 041 0-000-000.041 ERECT PRECAST CONCRETE FENDER MODULES

DUTRA MATERIALS

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: DUTRA MATERIALS								
Piledriver	JNM	SAMI TAVAKE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	DAVID SELPA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	APP	JAMES SAVAGE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	JEFF SAINZ	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	WALTER QUINTERO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	GEN	TREVER MURRAY	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	GILBERT MAYA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	ALLEN KURPIESKI	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	OTH	STEVE FRIYER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Piledriver	JNM	JON - PAUL CHENEY	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Operator	OTH	DAVE AVILAS	0.00	0.00	0.00	0.00		<input type="checkbox"/>



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